

THE
AUSTRALIAN

U.F.O.

BULLETIN



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WELCOME

The Society welcomes reports of unusual phenomena. These are evaluated on their own merits and if requested are kept in the strictest confidence.

The Society exchanges information with similar Australian and overseas organisations, as well as scientists, and disseminates to the public information on local, interstate and overseas developments in its quarterly publication, the "Australian U.F.O. Bulletin", which is posted to all members.

All communications should be addressed per the return address shown on the rear of this bulletin.

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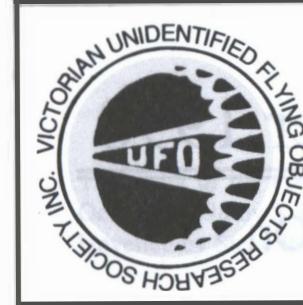
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MEMBERSHIP RENEWAL

For details of your membership renewal, refer to the month/year coding on the address label of your latest bulletin. This indicates the last bulletin for which you are financial - we would appreciate your renewal by the date shown.



Victorian U.F.O. Research Society

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Comments are welcome, address email to vufors@ozemail.com.au
VUFORS Web page at <http://www.ozemail.com.au/~vufors>

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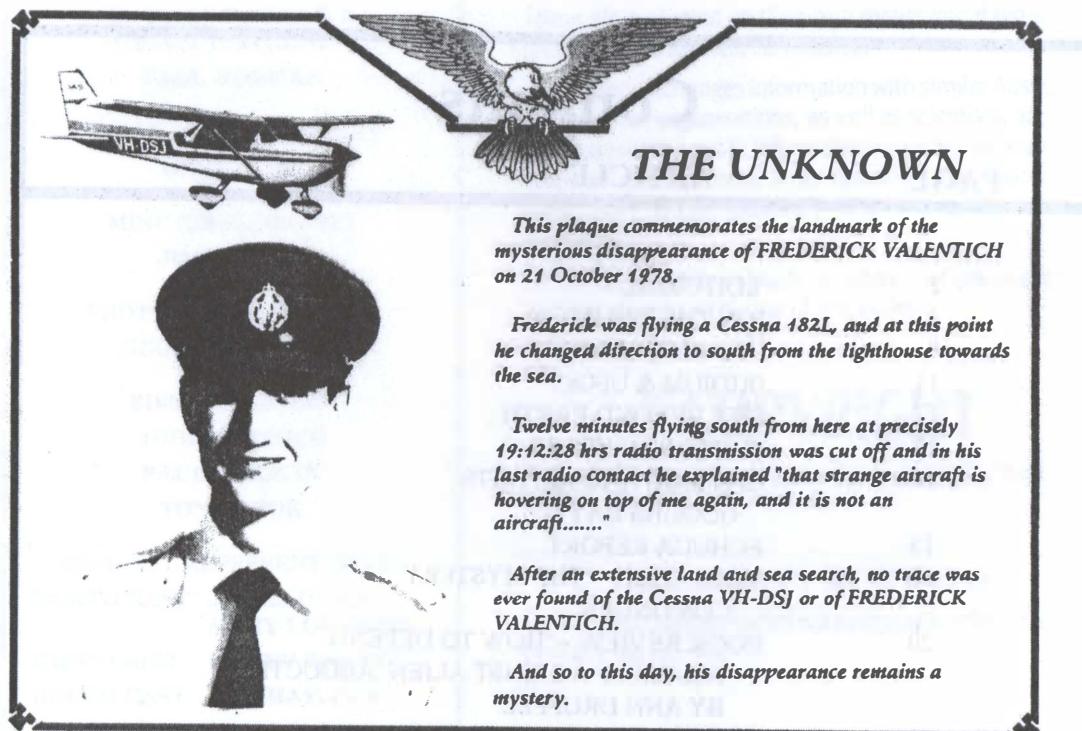
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Frederick Valentich - 20 Years On

It was just 20 years ago, on the 21st of October, that a young pilot fired the engine of his Cessna 182L aircraft to fly to King Island. His name was Frederick Valentich. Little did he know that after reporting to Steve Robey on the Flight Service radio, he would fly into the History books as being one of twenty known cases of Pilot Encounters with Unknowns, which ended in disaster.

Steve Robey; the last person to speak to Frederick, unveiled a plaque to his memory, at a private ceremony near the lighthouse at Cape Otway.



Thousands of tourists will be able to view this memorial, which will remain a constant reminder that UNIDENTIFIED FLYING OBJECTS ARE SERIOUS BUSINESS.

Transcript of the Frederick Valentich plaque unveiling at Cape Otway Lighthouse on the 21st of October, 1998 by S. Robey; G. Valentich and other family members and friends.
Unveiled by Steve Robey.

Guido and Alberta - Thanks for the invitation to Cape Otway. I am happy to be present at this gathering in memory of Frederick who, as we know, disappeared 20 years ago to the South of here.

We all wish that we had the answers to Frederick's disappearance, but we do not, unfortunately.

20 years is a long time to endure the pain of not knowing. I can understand, as I have a son who is 28, and I would hate for him to go missing under such circumstances.

It is hard enough to lose a son and not know his fate, but to have your son disappear in such a mysterious way, in circumstances which involve an unrelenting media for one thing; a media interest which has not lessened over the years, has been extremely difficult for you. I can say that because I have seen it over the long twenty years.

We've all felt for you in your long search for the answers!

Guido, I am sorry that we did not meet until after Frederick's disappearance. I think we should have done. I think it would have been better, I think, soon after Fred's disappearance, because after meeting you and Alberta and the strong, stable influence that Fred grew up in, my view is that he disappeared as a direct result of encountering something that cannot be explained even after 20 years.

The plaque you have placed here in his memory, reminds us there are many mysteries in life that cannot be explained and may never be answered and must be accepted for what they are.

So, in memory of Frederick, from you, Guido, Alberta and Family, I am happy to unveil this plaque today.

Frank and Ernest



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ON THE UFO TRAIL

Paul Norman © 1998

The organizers of the UFO Conference at the YWCA, Sydney on 12th & 13th September 1998 requested that I present a paper on the **Knowles Family Encounter** otherwise known as the **Mundrabilla Incident**.

The paper, as presented, follows:

January 21, 1988 commenced as a routine day for me. After awakening, I switched on my bedside radio for the morning news broadcast.

There was mentioned that some sort of a UFO incident had occurred on the Eyre Highway near the remote Mundrabilla roadhouse about midway across the Nullarbor Plain in Western Australia.

After shifting from one station to another the story began to emerge as a significant case worth a follow-up investigation. A Perth woman, Faye Knowles, and her three adult sons, Patrick, Sean and Wayne had claimed that an unidentified flying object had picked up their 1984 Telstar and given it a shake before dropping it back to the ground.

I dressed hurriedly and rushed to the newsagency for copies of the Melbourne newspapers to see what was being published about the incident. What made the story more interesting was that policemen were taking the report seriously because of physical evidence to support the claim and there were other witnesses.

After reading the newspaper versions about the event, I finally got a telephone call through to Judith Magee, President of the Victorian UFO Research Society (VUFORS) in Melbourne. She had been tied up all morning answering calls concerning the fast breaking story. Meanwhile, more details were coming to light concerning the incident. The family had stopped at Mundrabilla before the restaurant had opened for business. Three truck drivers were waiting to have their breakfast. One driver, Graham Henly, from Melbourne, was the first person to talk to the family about thirty minutes after they had left the scene where the highlight of the activity had taken place. Mr. Henly said that all four were distressed and in a state of shock. Two dogs were cowering inside the car in a state of fright as well. The car was covered with black sooty substance which was described as a fine silicon-type material.

DEBUNKING ATTEMPTS.

As the news began to spread by the press, radio and television, the skeptics (armchair experts) increased their debunking attempts, even before investigations had commenced. Within forty-eight hours, five "explanations" came in rapid succession from the scientific community; all contradictory, none satisfactory. This was the type of mysterious event that makes ufologists out of academics and clowns out of skeptics.

One of the first "explanations" came from a professor of impossibility, Ph.D., etc etc, as being consistent with a meteorite, in spite of the fact that the object landed on top of the motor car before flying away moments later. Following this attempt another "solution" was put forward by a second gentleman of "learning": "*The description of the event was consistent with dry lightning*", even though other motorists were driving along the highway and viewed the maneuvering object and confirmed that no electrical storm was in the vicinity.

After that amusing interpretation, another spokesman from the scientific community came up with the "solution" that the occupants were fooled by the rising sun, even though motorists travelling in the opposite direction saw the object fly away in the other direction.

Another "expert" said it must have originated at the Woomera Test Range. That statement was followed by another spokesman who said that could not be true because it would not be allowed. My own opinion is: of course not, unless it was out of control. But even so, how could a missile strike or lift a motor car and drop it to the ground with only minor damage?

Prior to the arrival of the car in Adelaide, where the first debunking efforts were made, the Knowles

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experience was being treated seriously until the dedicated debunkers got into the act.

The first samples of dust alleged to have been analysed were done by employees of a laboratory in Adelaide. The statement released to the press was: "*The dust was mostly iron oxide consistent with residue from worn brake linings.*" The large amount of dust was ignored. The report was distributed to Australia and overseas as if it were God's gift to the skeptics. Apparently the first analysts did not realize the matter would be taken further afield.

Whether the report was an effort to cover up some other reason, I am not prepared to state. The opinion of other analysts is that the dust from brake linings was mixed with dust from other parts of the car. VUFORS samples taken were kept separate and analysed accordingly. With comments being made by dedicated debunkers from various sources such as: "*The family was mesmerized by a light in the sky; had been driving all night, dozed off and overturned the car;*" or "*UFO experiences occur during dozing-off stage and while awakening (dreamtime Ufology)*", made the situation urgent that ufologists should begin investigations.

The facts are: Dreams do not leave holes in the ground. Dreams do not lift motor cars off the road. Meanwhile, the first person to have spoken to the family after their terrifying experience, Melbourne truck driver Graham Henly, broadcast a statement that theories aimed at debunking the encounter, "*were a lot of rot*". He said he had felt the sooty material and it was not brake dust. He had been around the car racing scene as well as being a truck driver and knew what brake dust was like, and added that the substance on the car was a fine silicon-type material with an incredible feel to it. Brake dust only gets on the wheels, not on the roof. Furthermore the brakes were not even hot (it was the coolest part of the morning). Besides, he was convinced when the Knowles first told him what they had experienced earlier, that they had seen something frightening, when he saw the terror on their faces. Even the dogs were scared.

THE ENCOUNTER IN DETAIL.

On January 25th, the Knowles family were interviewed by four members of the VUFORS Committee in the home of a Knowles relative in Melbourne, where we found the family still in a

state of distress and suffering from an assortment of symptoms, including the swelling of Fay's right hand. We learned that the encounter occurred before daylight after the family had left the Madura Roadhouse and were heading east towards Mundrabilla, when they sighted a group of lights. They thought at first these were street lights but then realized there were no street lights in that part of the outback.

During the three-hour interview with the mother and three sons, we were told several details of the experience. Although it was difficult to determine the sequence of different phases of the activity, some of the highlights were clear in the memory of one or more members of the family. Beginning about a quarter of an hour before the lights were first seen, the car radio started malfunctioning, with a lot of static which continued for the entire period of the encounter.

At another stage Sean saw another light ahead. He thought at first that it was a truck with one headlight, but as he got closer he saw that it was not a truck but a strange brightly glowing light on his side of the highway, so he had to swerve to the wrong side of the road, and looked up just in time to see an approaching car pulling a caravan. They almost collided.

Soon after the near collision, the Knowles met another vehicle, with a light flying at the same speed above it. By this time Sean's curiosity got the best of him and he made a U-turn and sped back towards the west to see what the light was. After chasing it for a few moments the light changed course and headed back towards the Knowles car. Sean then made another quick turn, and as he was speeding towards the east, the object overtook the car and landed on the roof with a thud. Patrick said that the object seemed to grab the car and began to pull it up. At the same time he yelled out, "*why us?*"

Patrick said, "*We did not know what to do, the dogs started to go crazy*". All four felt as if they were about to die. Patrick said that he felt as though his brains were being pulled from his head.

Sean did not realize that the car was in the air until it dropped back to the ground, bursting the right rear tyre. He thought he was doing 200 k.p.h.(120 mph) to escape from under the UFO. While the object was on the roof, Faye rolled down the window so she could reach up and touch the object. It felt like a warm sponge and she thought it might

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be a suction pad. She began to scream. Patrick, who was in the front passenger seat, rolled down his window, and dust started pouring into the car. When Faye pulled her arm back inside the car her hand and arm were covered with the dust. She said there was an odour that she thought smelled like decayed bodies.

Sean reported that at one stage he was "out cold" and could not remember some of the details related by other members of the family. During the time the car was in the air, their voices sounded as though they were talking in slow motion. When Sean brought the car to a stop, all jumped out and hid in the bushes along the side of the highway until the UFO flew away. The family described the object as a white light about the size of the car, with a yellow centre, "*like an egg in a cup.*" The sound was similar to a humming transformer. They changed the tyre as quickly as possible before speeding on to Mundrabilla, where they talked about the frightful experience, with three of the truck drivers. One of the drivers had been driving some distance ahead and saw a bright white light with a yellow centre through his rear-view mirror.

THE INVESTIGATION BEGINS.

After the interview we realized that the case required urgent follow-up investigation on a priority basis. On 30th January, I arrived in Adelaide and met with an official with Channel 7 TV who arranged for inspection of the car. Dust in sufficient amounts for several laboratory analyses was vacuumed from inside and outside the car, and was also scraped from the brake linings, to compare with samples taken from inside the car.

We found the radio which had malfunctioned during the encounter to be operating satisfactorily. The dents on the roof were found to be just as the family had described: they were very slight with the largest one about the size and depth of an ordinary saucer.

Reports of a rack or baggage strapped to the roof were false, as we learned from the family. A story being told both locally and abroad was that the damage was caused by the roof rack and the owner was trying to collect insurance money by telling the story. Philip Klass, America's foremost UFO debunker, offered that story as an explanation. So much for his methods of scientific investigation - there never was a roof rack.

The tyre was found to be damaged from a blow-out when it hit the ground. It was ripped all the way around the circumference. Sean had reported they had been going 200 kph to escape from under the UFO. The 1984 Ford Telstar, a four-cylinder front-wheel-drive automobile, will not go that fast while on the ground. To check Sean's story, the wheels were jacked off the ground, and in a test documented by Channel 7 video, it was shown that the speedometer will register 200 kmh off the ground. After some of the tests were televised on the news programme on the night of the 1st February, we understand that some of the skeptics made adjustments to their earlier comments. The story was being treated seriously again.

On 20th March, I left Melbourne for San Francisco, arriving there in time for the Bay Area branch meeting of the Mutual UFO Network at Mountain View, where I gave a set of the dust samples to Dr. Richard Haines, a scientist from NASA's Ames Research Center. A few days later Dr. Haines submitted the samples to the "*state-of-the-art*" Philips Laboratory. Since this laboratory is one of the most advanced in America, with many people using its facilities, we had to wait our turn.

In a letter from Dr. Haines, dated 12 July 1988, he enclosed a report entitled "Scanning Electron Microscope Results of Mundrabilla Dust and other Samples". The interior dust was not from the brake system of the car, he reported. This was in direct contradiction to the original findings reported by the analysts in Adelaide. The Philips Laboratory analysis also revealed the presence of , oxygen, carbon, calcium silicon, potassium and others. The analyst found fibres typical of pipe insulation but it is not asbestos. Many of the fibres contained carbon and oxygen only (cellulose fibres) Atomic element 85 (At; astatine) is also possible in the sample as is a relatively long fibre of NaCL which is unusual. However, NaAT does combine in fibre-like form

On July 3, I returned to Melbourne. Due to briefings with the VUFORS Committee and the necessity of catching up with accumulated correspondence and other matters, I was delayed until 22 July before going to the Nullarbor Plain and other areas in Western Australia. Priority for the trip was due, of course, to the fact that the Knowles experience had emerged as the foremost mystery case of the decade in Australia.

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FURTHER CORROBORATION.

The highlight of the itinerary was without doubt a visit with a resident of Norsemen, who was on the Nullarbor area at the time of the Knowles encounter and had a report of his own experience. Not only did this key witness provide me with accommodation and hospitality in his home, but spent many hours driving me to the spot where the car had skidded, and over several miles around the Nullarbor Plain.

It appears that dust samples vacuumed from inside the car were the best samples, free of contamination from outside sources. The apparatus used to analyse the dust was a scanning electron microscope with an exax analyser and ECON detector. Some of the particles were magnified 5,000 times.

The mention of possible radiation in the samples aroused my curiosity. Since I had suspected some sort of radiation. My reason for thinking was due to the swelling on Fay's hand and hair falling from the dogs in patches as well as other symptoms, One hour after the Knowles left Mundrabilla, they stopped at the Border Village Service Station to enquire about the cost of a tyre. The attendant with whom I spoke said, "*I thought at first the four were trying to be funny when they were telling me about their experience. They were excited and scared. When I got near the car I noticed an odour similar to that of hot insulation, and there was definitely a scent like ozone.*"

The first police station to receive a report directly from the Knowles was the Ceduna station in South Australia. One policeman told me the whole family was in a state of shock. They gave him the same story they had told others. The policemen said the dust was definitely not brake dust. There was too much and it was different.

On the morning of 2 August, I arrived in Perth for another visit with the Knowles, including Mr. Knowles, who had not accompanied them on their trip to Melbourne. Mrs. Knowles and her sons had by then - six months after their frightening ordeal - settled down to normal routines, but were still eager for more information and results of tests, so they could have a better understanding of their experience.

All the members of the family expressed appreciation for help from the VUFORS Committee; the only people, other than relatives,

who had shown concern for their welfare. When in Melbourne, they received independent medical and psychiatric examination and care, including hypnosis to sort out the sequence of events during the running encounter with the unknown object. There were certain aspects which caused us some anxiety, such as the swelling of Fay's hand and arm, the patchy loss of hair from the dogs and in the general reaction on the family. Our concern stemmed from knowledge of other cases where close encounters had caused similar symptoms.

During my visit, the Knowles family mentioned several instances where they had been mistreated by the media, as well as individuals interested only in making money out of their predicament. During the course of events following the episode, their car was repossessed and sold at an auction. Mrs. Knowles had requested that I drive the car from Adelaide, when returning to Melbourne on 4 February, whey they were visiting relatives at the time. They considered the vehicle to be "*jinxed*" after the experience, and wanted to sell it because they needed the money. I was interested in buying the car myself and give a fair price to help relieve their burden. In addition, I wanted to drive the car to Melbourne, where the Ford Motor Company was interested in conducting tests on it. About an hour before I was due to leave Adelaide, a man knocked on the door of my hotel room to tell me that the owner had given him authority to keep the car in Adelaide for an exhibition. When I arrived back in Melbourne, I learned that the Knowles family had been told that I did not want to drive the car to Melbourne.

Finally, I want to emphasize the vast difference between speculation and investigation, to use a practical illustration. Again the person involved was a proclaimed advisor to an Adelaide group of skeptics. His explanation was: *what the family saw was the head-lights of a vehicle descending the hill at Eucla, 100 km. to their east.*

The fact is, when a vehicle is heading west from Eucla, the headlights are shining into a cliff until it turns to the south at which time the headlights are pointed to the south. It does not head towards the west again until it reaches the valley where the headlights cannot be seen to the west at that level. I visited the scene twice at that time, investigating instead of speculating.

UFO POTPOURRI

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September 1998

Pre-Kenneth Arnold Era Sightings

Many UFO researchers contend that the modern era of UFO sightings did not originate with the 1947 sighting by private pilot Kenneth Arnold, but many years earlier. Further, they contend that these earlier sightings set into motion the processes and organizations that were so successful in covering up post-Arnold era sightings. Perhaps the modern era of ufology actually began in 1896, not 1947. If so, where are the records of the earlier sightings?

1923 UFO Encounter

(From the Fall 1998 issue of the Colorado MUFON News)

In June, 1923, a 10-year-old boy led a team of horses into a pasture near his farm home in Illinois, looked up, and saw a spaceship. Norman Massie, now 85, and a retired math teacher and coach, said, "I opened the gate to let the horses into the pasture. As I was closing the gate I looked back down the field and there was an object with lights all around it. I kept walking closer to the object until I got about 50 feet away. I stood there and watched the five men who were on board."

Massie says he kept quiet about the incident until 1990 because his father told him never to breathe a word about what he saw because, "people would talk."

He described the men as being about 4 feet tall with blond hair. "I got close enough that I could hear them talk," Massie said. "One guy sat in a chair and the others called him the Commander. Four others made trips back and forth in the ship. I didn't know what was going on until the end." He claims he heard one of the crew members tell his Commander that "the repairs had been made."

"The machine was metallic and stood on three legs. The top was a dome with holes in it," said Massie. "The best way I could describe the top was it looked like melted glass."

The incident took place in northern Wayne County, IL, and lasted only about five minutes, Massie said. "In a minute, it came to a hovering position. The tripod legs telescoped up into the belly of the thing, and it went straight up about 200 feet and whizzed off to the west like a bullet," he said.

Ten-year-old Norman Massie ran home and told his parents. They tried to convince him that he really hadn't seen anything. His dad announced he wanted no member of the family mentioning the incident to anyone because they might think Norman was "crazy in the head, or an idiot."

Massie broke his silence in 1990 when he told his son, Jerry, who was a colonel in the Air Force at the time. "He told me there was nothing wrong with me, that the Air Force files are full of pictures of UFOs," said Massie.

1920 UFO Sighting

(Burlington, IA, *The Hawk Eye*, Oct. 28, 1973)

Clark Linch, Mt. Pleasant, made the first recorded UFO spotting in southeast Iowa June 3, 1920, about 10 a.m. He didn't tell anybody about it for 35 years because "you didn't talk about flying saucers back in those days."

But he is willing to talk now because of an attitude change about UFOs: "More people are taking them seriously."

Linch, now 75, recalls he was celebrating his birthday when he spotted the object. Working his father's farm six miles northeast of town, he took the forenoon off to go fishing. "I remember the year because I'd gotten married in January of 1920," he said.

The sun indicated it was about 10 a.m., Linch reported, when an egg-shaped object about the size of a cream can landed silently about 15 feet from his river-bank perch. It "sat there" about 15 minutes, not bothering him -- nor he bothering it.

"I wasn't in any hurry to jump up and run over to it," he said, "and I'm glad I didn't. It might have killed me. Just when I thought about going over to take a closer look at it, it took off without any sound and without turning around."

He recalled "the grass where it lit was pressed down," but "there was no damage and no burn marks." Linch, a teetotaler, said the object was shiny blue and translucent. "It would have been camouflaged in the sky -- I didn't know what to believe about it at the time, and I still don't. I've concluded it wasn't anything from earth."

1910 UFO Sighting

(Exeter, England *Express & Echo*, Jan. 20, 1982)

On December 16, 1910, a mysterious tidal wave swept away the sea front at Ilfracombe and nearby Watermouth Cove, which has a sheltered harbor, boats were washed up into the fields. Twenty years later -- when I (Arthur Robyns) was 11, granny told me she had seen a great silver ball sweep down over the Bristol Channel, displacing the water on that part of the North Devon coast. This "silver ball" may have been a flying saucer.

1915 UFO Sighting

(*Peterborough Examiner*, Ontario, Nov. 1, 1969)

During the First World War a large chemical plant was in operation in the tiny village of Donald in Haliburton County. It was in August 1915 when the residents were scared by a mysterious aeroplane flying over the village apparently spying on the chemical factory.

The foreman ordered all lights to be extinguished and, arming himself with a rifle, fired no less than 12 shots at the mysterious intruder.

A news report of the day records, "It was well on in the evening when the residents first noticed the mysterious ship in the air, their attention being attracted by a strong ray of light which seemed to come from a powerful headlight. The searchlight had the strength of a strong automobile headlight and cast a ray all around the vicinity."

"After remaining stationary for a short time, the machine sailed several feet away, and the villagers heaved a sigh of relief, but their joy was cut short and their fears increased when the machine returned and hovered around the chemical plant. It was then that foreman Jones proceeded to warn it off by firing several shots at the mysterious stranger. For an hour or so it shadowed the village and then retraced its flight beneath the stars to its hidden and unknown destination."

1943 Aircraft/UFO Encounter

(Tacoma, WA *Western Flyer*, July 7, 1989)

Army flight instructor Gerry Casey described a close encounter with a UFO over California on April 5, 1943, at 9:50 a.m., which he and his student pilot believed to be a secret Lockheed aircraft. Later they found out it was not a secret U.S. aircraft. He described the encounter as follows:

"After a nice takeoff and climb through the cloud deck, we spent 40 minutes at 5,000 feet cruising back and forth on the southeast-northwest legs of the Long Beach low frequency radio range. I looked up and east toward distant Santiago Mountain. I'd thought I had seen a flash of light. Peering intently, I saw an aircraft in a moderate dive aimed at our BT-13 aircraft with a perfect interception angle. Unable to determine the craft's make or model, I knew it was unlike any airplane I'd ever seen. I was shocked to see it make a decidedly wobbly turn that quickly aligned it off our left wing in instant and perfect formation. The thing flying alongside us defied rationale. I'd noticed that its turn appeared totally independent of air-reaction. No question, its color was a radiant orange, which appeared to shimmer in the bright sunlight. As we watched, its aft end made a slight adjustment and it shot away from our position, disappearing in a climbing turn toward the ocean. Its color changed to white as it accelerated. It was gone from sight in 2 seconds. We hadn't seen any openings or glass indicating a cockpit. It definitely did not have a propeller or any other type of propulsion that we could determine. It was circular or elliptical and it had a rounded hump amidships topside and a smaller duplicate on its underside. When I used my pocket computer and attempted to determine its speed I came up with a reading of 7,200 mph.'

1896 UFO Sightings

(Newspaper unknown)

UFOs were spotted in September, 1896, by California astronomers, who first thought the mysterious lights in the sky were new stars or comets. But by October they had come frighteningly close, and observers discovered them to be six lights in a triangular pattern, with six more in an oval grouping directly behind them.

On December 20, the strange lights appeared closer still, and public concern started to grow. A prospector named Harry Lutz discovered three scorch marks totaling 100 feet in circumference on a hillside near Sacramento, and experts took soil samples of the area. Amazingly, a strange white, ash-like substance collected at the scene seemed to emit a continual warmth, as if it were radioactive.

Shortly after that, a local farm boy became sick, stricken with a strange rash and a high temperature. In his troubled sleep he babbled about a bizarre green-faced creature with silver rings on his fingers. A few days later the youngster died.

The owner of a lumber factory told authorities he saw one of the unusual craft circle Sacramento, almost striking a brewery tower. He also claimed to see lights within the craft, and strange figures working what appeared to be controls.

Several days later, similar sightings were reported throughout the nation. A panicked public demanded answers, and scientist Thomas Edison provided the following answer: "Airships they are not. Spacecraft they could be, but we don't know and perhaps never will."

Iridium & UFOs

Tony Cook © 1998

A new batch of commercial satellites is orbiting Earth and will impact greatly on every person who watches the sky.

What is Iridium?

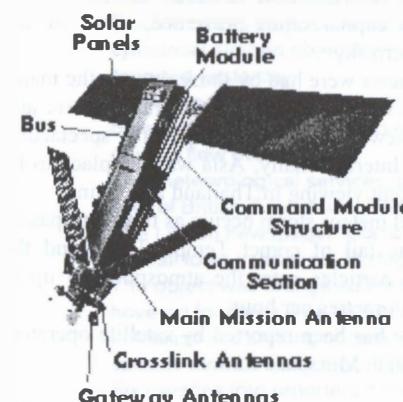
Over the last few months, advertising has begun in Australia promoting a new, global, mobile telephone service called **Iridium**.

Iridium consists of 66 identical operational satellites in LEO (Low Earth Orbit). There are also satellites in orbit which have failed and others that are spares bringing the total to 84 as of writing this article.

These satellites perform the same task as the many mobile phone antenna towers that are springing up throughout our community and provide mobile telephone coverage to every point on the surface of the Earth.

The first group of satellites was launched in May, 1997 by a Boeing Delta II rocket and regular launches have occurred since. Some groups have been launched by Russian Proton and Chinese Long March 2C/SD rockets.

Each satellite orbits at 780 kilometres (485 miles) above Earth making one orbit every 100 minutes.



This photo was taken by Chris Dorreman on Sept 20, 1997. It is believed to be one of the earliest pictures taken of an unpredicted magnitude -8 (estimated) flare produced by Iridium 12.

Details: 1 minute exposure with the satellite moving from left to right
This image © Chris Dorreman

The orbits have an inclination of 86.4 degrees which basically means that the satellites travel a path between the North and South poles.

An Iridium mobile phone can cost from \$5,000 Australian, with a call cost of nearly \$4 per minute.

What does Iridium have to do with UFOs?

I'm glad you asked.

Each Iridium satellite is about 4 meters long and 1 meter wide. Attached to the bottom of each satellite are 3 Main Mission Antennae (MMA) that are highly reflective and make a constant angle with the Earth as the satellite orbits.

Each MMA can provide a direct reflection of the Sun which is only tens of kilometers wide at the Earth's surface. These reflections are known as **Iridium Flares** and can have a brightness of up to magnitude -8 (as much as a half lit Moon or up to 30 times brighter than Venus at -4.9) and last for up to 20 seconds. This would be bright enough to see by day. An observer in the centre of the reflections path would see a very bright flare but someone only a few kilometers either side would see a flare that was much reduced in brightness.

An early photograph of a Flare is included in this article thanks to Chris Dorreman in the Netherlands.

Iridium & UFOs

An Iridium Flare could easily be reported as a UFO sighting.

Happily, as each satellites' orbit is very well known along with its orientation, the time and location of Iridium Flares can be accurately predicted. There are software packages as well as Internet Web sites that can predict the Flares for your location over the next 24 hours to 7 days and also review Flares over the past few days.

These resources will be very useful to VUFORS to enable us to ascertain whether a reported sighting is related to an Iridium Flare.

Internet References:

Iridium Corporation:

www.iridium.com

Visual Satellite Observers Homepage:

www2.satellite.eu.org/sat/vsoph/

Flare Predictions:

www2.gsoc.dlr.de

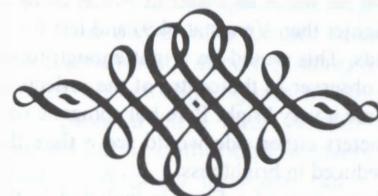
Life Beyond Earth

During October astronomers announced the discovery of a planet, about twice the mass of our largest planet, Jupiter, orbiting a star in the constellation of Cancer.

Astronomers have confirmed that the large mass orbiting the star 55 Cancri is a planet and not a small star. 55 Cancri is about 30 light years from Earth.

This brings to about a dozen, the number of planets known to exist outside our solar system.

(CNN report)



More Life Beyond Earth

Scientists are becoming more optimistic that there may be microbial and possibly, intelligent life living on other planets due to new theories regarding the evolution of life.

A University of Colorado planetary scientist said "There have been key discoveries that suggest life is simple, straightforward and easy if you have the right conditions". And also that "There is a remarkable change among scientists from just 20 years ago." (CNN report)

Yeti Sighting

Craig Calonica, a US adventurer, has reported seeing two creatures together, walking erect around September 17 on the Chinese side of Mount Everest.

The climber was at 6,500 meters (21,300 feet) when he saw the creatures he described as having thick, shiny, black fur and walked like humans except a little hunched over at the shoulder.
(CNN & Reuters report)

Leonid Meteor Storm

Many Australians awoke early on the morning of Wednesday, 18th of November expecting to see a spectacular display as the Leonid meteor storm peaked.

Many were disappointed, however, as cloud cover over some capital cities prevented views of the North Eastern sky.

The best views were had by those outside the major cities with watchers in North Central Victoria and regional New South Wales reporting spectacular fireworks. Internationally, Asia was the place to be with excellent viewing in Thailand and China.

The Leonid meteor storm occurs as the Earth passes through the tail of comet Tempel-Tuttle and the sand-sized particles enter the atmosphere at up to 250,000 kilometres per hour.

No damage has been reported by satellite operators or the Russian Mir space station.

THE EARLY YEARS

A selection of reports from various magazines published in the 1950s and 1960s

Fort Monroe, Virginia - September 24, 1958

The UFO Investigator (National Investigations Committee on Aerial Phenomena)
National Investigations Committee on Aerial Phenomena member Larry W. Bryant has been officially questioned about his interest in UFOs by two Counter Intelligence Corps agents at Fort Monroe. Two days before, Bryant had inserted an ad in "The Daily Bulletin" - the Army paper at Fort Monroe - suggesting that personnel interested in UFOs communicate with his Newport News organisation, the Air Research Group.

As a result of this, Bryant was summoned to the office of Major W.M. Harness, commanding officer, Army CIC Detachment, Fort Monroe, and quizzed for over an hour regarding his reasons for the advertisement and his ideas about UFOs. No explanation was given for the Army's concern about objects which the Air Force says do not exist.

Sydney, New South Wales - January 25, 1960

Australian Saucer Record (Australian Flying Saucer Research Society)
Mystery explosions and the reported sighting of a flying saucer frightened many residents in the western suburbs of Sydney yesterday. Ken Armstrong and George Montgomery, a neighbour, said they saw an object hovering over the city. Armstrong said that the object, "all silver and glistening in the sun", was stationary for about four minutes. Then it turned and went away at terrific speed. Thousands of people in direct line between Hurstville and the Merrylands-Paramatta area reported hearing the explosions, which shook houses.

Westlake, Ohio - September, 1963

Saucers, Space and Science (Gene Duplantier, Canada)
Robert Alimo, a member of the Ground Observer Corps, saw at a height of two to three thousand feet and the size of a half-dollar held at arm's length a UFO that bobbed up and down at an angle of 45 degrees. It was travelling N-NE, turned white to orange and disappeared when a plane approached. It was a clear, moonlit night with stars shining. He was on his way to his fiance's home, saw it while motoring and, later, both of them watched it for four minutes. Total viewing time twelve minutes.

Lisbon, Portugal - July 13, 1965

The Australian Flying Saucer Digest (Allied UFO Groups in Australia)
Mysterious unidentified objects were reported over Portugal during the weekend. The report adds to a number of similar reports from Latin American countries last week. Electric clocks stopped at the airport of Santa Maria Island in the Azores when a white, cylindrical shaped object flew overhead last Friday, the Portuguese news agency A.N.I. reported yesterday.

Argentine, British and Chilean scientists in the Antarctic, who reported sightings of mystery objects early this month, also said electro-magnetic instruments "went wild" when the objects flew over.

The meteorological services in the Azores had launched nothing at the time, nor had a fleet of British, French and Portuguese geophysical ships in Azore waters. The Lisbon newspaper "Diaria Popular" reported last night that a couple from Matozinhos, a small town in northern Portugal, saw an object that looked like a plate at dawn on Saturday. The object was orange coloured and caused strong interference to the couple's radio. It hovered for some time before moving northwards at great speed. In Mexico two shining objects have been seen in recent days darting about the sky at high speeds over Chilpancingo, 120 miles south of Mexico City according to local press reports. Six persons told reporters they had watched the objects for two hours on Saturday.

UFO

Sighting Report

We had the opportunity to travel to a small community known as Goughs Bay near Lake Eildon and only a short drive from Mansfield.

The report was of a daylight sighting and the description was of a classic saucer shaped object. The witness is an elderly farmer. It was quite obvious when discussing the subject that prior to the sighting he was very skeptical on the subject of UFO's. We made the appointment and arrived at his farm at 11am on 5th of September, 1998.

We will call this gentleman A.B. His report goes as follows;

It was around midday on Sunday the 9th of August, 1998 and I was outside working on my truck. The day was fine with only light cloud. It was warm and dry and there was no wind.

My attention was drawn to a whooshing sound, like the displacement of air and I looked in the direction of this sound which was in the east at about 30 degrees. When I first heard this sound it was not overly loud but enough to draw my attention.

What I saw was this object about the size of a tennis ball and was some distance away from my position. It was not the shape of a tennis ball. It was like two dinner plates with a dome on the top. The dome was like half a ball. The colour of the dome was a silvery white. The object was a lightish colour on the top and the bottom section was a charcoal. It was of metallic appearance.

This object was travelling directly towards me and was going fast. It was still some distance away and it was zig zagging. When it was doing this, it seemed very controlled and the distance of each movement seemed to be measured. As it changed direction the edge of the object would dip and that's the direction it would travel. It did this at least six times.

Goughs Bay

9th August, 1998

Mary-Louise Owen ©

Throughout the sighting, I never took my eyes off it at all. I continually watched it. The object continued to travel in my direction and was going to pass directly overhead. When I last saw it, I would say that it was only about half a kilometre away and travelling at about 200 to 300 kph. It was going very fast. As it approached me the whooshing sound grew louder. It looked like it was over the pole in the yard and at this time it would have been about 6 feet in width. It was large. The object then passed over me but I was unable to turn my head fast enough to see it go over so I never got a good view of the underside of the object. It was travelling in a westerly direction.

I did notice, as it passed over me that the tops of the trees directly behind me were shimmering like water, similar to a helicopter that is hovering over the tops of the trees. I would hazard a guess that this object would have been no more than 200 feet above me.

I was amazed that I could not hear any engine noises nor see any means of propulsion. The object never changed shape or colour. I thought that it seemed to be loosing height but that may have been because it was travelling towards me.

As a result of the report, I have contacted authorities around the area who have no knowledge of any sightings. The Mansfield Newspaper ran a story about the sighting and to date no other witnesses to this sighting have come forward.

The inquiry is still continuing and at this stage is incomplete.

Mary-Louise OWEN.
North East Representative.
V.U.F.O.R.S.

UFO

Sighting Report

This report came via Melbourne, involving witnesses from Lima, a small farming community approximately 20 kilometres South of Benalla. At this point we had another sighting at Goughs Bay.

After completing this inquiry I attended at Lima and there conversed with the witness who we will call M.D and his wife T.D.

Précis of the report by M.D goes as follows...

It was on Thursday the 27th of August, 1998 at about 9pm. My wife and I were returning from South Australia and decided to stop at Echuca for a meal at McDonalds. We were parked in the street and I was watching what I thought to be a light plane. It was about 2 kilometres away and descending at a rapid speed. I commented to my wife that there must be an airport nearby or that it was going to crash. Nothing seemed to happen so we forgot about it and ate our meal.

At about 9.45pm, we left Echuca and started heading south until we got to the Murray Valley Highway. This is still within the township. We turned left and commenced to travelled for what I thought was 3 to 5 kilometres. I then looked out to the right and saw a red light. At this point M.D believed that it was an aircraft or helicopter at a very low altitude. M.D estimated the height between 75 to 150 feet.

This object was approaching us on a tangent and I believed that it was going to intercept us on the highway about 250 meters in front of us. I still thought it was an aircraft and was going to land. At this point there was a semi trailer approaching us. I was travelling east and the Semi trailer was travelling west. This was still on the Murray Valley Highway and on the outskirts of Echuca.

Echuca

27th August, 1998

James Owen ©

At this point I was worried that an accident was about to happen. I swerved to the left and went into the bush. At the same time the Semi swerved to its left which put the whole semi trailer onto the gravel verge of the road. I would say that it travelled about 400 meters before regaining control and returning to the bitumen surface. The Semi nearly came to a stop, but kept going.

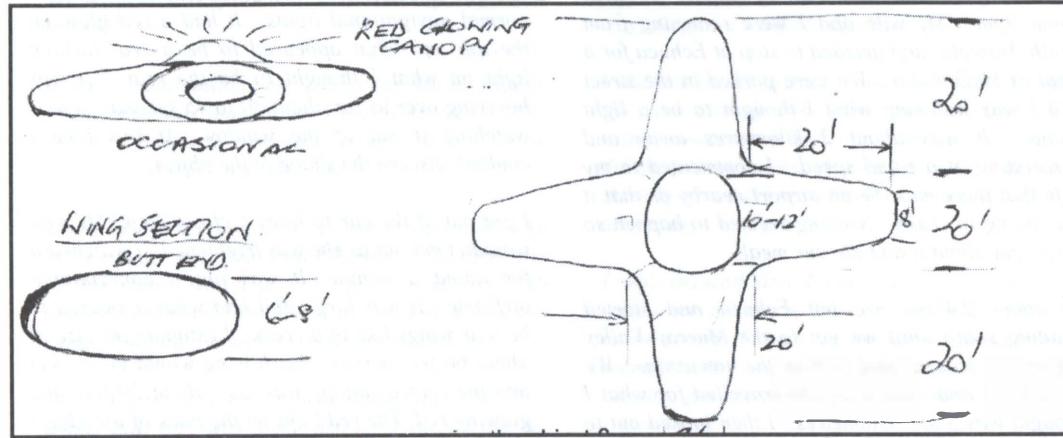
I had come to a complete stop and it was then that the object was hovering over us. I still thought that it may be the Police helicopter. It was about 75 to 150 feet above us and completely still. It had no normal navigational lights. It had a red glow on the top and what appeared to be a red flashing light on what I thought to be the rear. It was hovering over us for about 30 to 45 seconds. I was watching it out of the window. At this time I couldn't discern the shape of the object.

I got out of the car to have a closer look. My wife wouldn't get out as she was frightened. I watched it for about a minute. It was not a conventional airframe. It was large and had what appeared to be four wings like in a cross. I estimate the size at about 60 feet across. Each wing would be 20 feet and the centre canopy was also about 20 feet and glowing red. The red light on the back of the object didn't appear to have any origin. It was making no noise. No engine noise. It was perfectly still and there was no downward rotor wash that is caused by a helicopter. There was no movement it was perfectly motionless it didn't sway on its axis. There was nothing that was sustaining it in the air. I was concerned that if it dropped it would crush the car and us. I commented several times to my wife that it was not making any noise. There are no engines and it is not a helicopter. A white light appeared on the front and was pointed downwards but had no beam. It was bright. It later went out. Whilst the light was on, it seemed to illuminate the craft and I noticed that the bottom appeared to be hammer beaten and regular in displacement.

Sighting - Echuca

concave, about 5 to 7 inches in diameter, like beaten copper. It was not a copper colour but a semi satin dull grey but obviously metal. The craft then moved away. No noise and I had a clear view with no interruptions between the craft and myself. As the object moved away it tilted allowing me to view the top section. I also noticed that another car had come to a stop and when the object flew in their direction they left very quickly.

After the object left us, it flew for a kilometre and then made a very rapid descent and made me believe that it was going to crash at the rear of the industrial estate. I then got back in my car and did a U turn and drove down a road to the industrial estate. I thought that we would have seen a fire ball because I truly believed that it would have crashed.



I parked on a level crossing and watched for the object and after about 2 minutes it reappeared from our right. It was very low about 50 feet off the ground and I estimated the speed at about 300 to 400 kph. It travelled from right to left across the screen of the car. We would have watched it on and off for about 8 minutes. At this stage we were travelling along the Murray Valley Highway.

My wife watched the object and described its behavior. I was also watching as we drove along. I then saw the object pull into a very steep climb and accelerate quickly away, into the stars. It only took a couple of seconds to disappear.

It is my belief that I saw something that I can't put logic to, at the end of the day, I believe that I have seen something that may be a military prototype that I shouldn't have seen. It was not a conventional aircraft either rotary or fixed wing. It just defies all known means of air travel.

I then discussed the report in more detail and also interviewed T.D separately. Her recollection differs from her husband slightly but this is only to be expected. At the point of the encounter, T.D was frightened and only watched the object through the windows of the car.

Contact has been made with the local Police who received no report as described. The media were of assistance and as a result of this we located

numerous witnesses to objects on the same day along with reports prior too and after the M.D sighting.

Both my wife and I attended Echuca and with the assistance of the local representative, Yvonne CHURCH, commenced interviewing witnesses to the sightings. Two days were spent and the information received corroborated the report given by M.D.

A gentleman who resides in the vicinity of the M.D sighting was able to describe an object approximately 60 feet in length in the area at the same time and date. He was also able to relate

Sighting - Echuca

information of a semi trailer under heavy braking at the time of the sighting. Further to this he observed a large object hovering over or in the vicinity of the SEC sub station that is described by M.D as being near to where he had come to a stop.

It is also of interest to note that around that period of time a small aircraft was also in the sky along with the object. Inquiries are pending as to the identity of the pilot.

Other witnesses have described an object during the evening of the sighting by M.D. At this point it appears that some activity has been in the area over and around the 27/8/98.

At this point the investigation is incomplete and is in the early stages. Further inquiries are pending in an attempt to identify the object.

James OWEN.
North East Representative.
V.U.F.O.R.S.

ENTERPRISE, High Point, NC - April 13, 1998 CR: G. Fawcett

UFO search takes lifetime

FAWCETT

"The biggest change I've found is that people no longer ask me if they're real. They now ask me what they're up to."

UFO donation

Lincolnton UFO investigator George Fawcett donated his personal collection of more than 20,000 items to the International UFO Museum and Research Center in Roswell, N.M.

Statistics from the museum indicate 192,124 people visited the site last year, compared to 1,494 in 1992.

UFO NEWSCLIPPING SERVICE
LUCIUS FARISH
2 CANEY VALLEY DRIVE
PLUMERVILLE AR 72127

Article on our UFO collection was well done

The recent interview article by Joe DePriest, staff writer, that appeared in the March 20, 1998, issue of The Charlotte Observer's Gaston section was one of the finest UFO stories I've ever seen over the past 54 years of dealing with the subject.

The 'No fly-by-night thing' story concerning the acceptance of over 35,000 UFO items by the International UFO Museum & Research Center in Roswell, N.M., donated by myself and fellow investigator Robert E. Sabo of St. Petersburg, Fla., has been well received by those who have read it and made comments about it.

And the massive collections are now being processed by the museum, which drew over 200,000 tourists from 42 countries in 1997 alone.

Again, our thanks to both your paper and DePriest for your coverage of the event.

GEORGE D. FAWCETT
Lincolnton

Just how many UFO cases have critics investigated?

Recent viewpoints aired by critics of my lifelong findings about UFOs and their occupants are always welcomed, especially if they are informed ones — which sadly this time is not the case.

UFO eyewitnesses have included astronauts, astronomers, professors, pilots. These UFO observers are not known to be clowns, paranormal freaks or phony reporters of UFOs. Nor have I found such types of eyewitnesses during my investigations and research in either North or South Carolina.

Little green men in flying saucers are terms used for ridicule and humor, I acknowledge, but making authoritative statements without first investigating the UFO phenomenon is not being scientific. So far our learned professors and students haven't told us how many, if any, UFO cases they have investigated. Ridicule is not part of the scientific method, either.

GEORGE D. FAWCETT
Lincolnton



OBSERVER, Charlotte, NC - July 30, 1998

Valentich

"The Mystery Continues"

Jason Cowland

During a Richard Haines lecture given at the Moorabbin Airport back in April, one individual took centre stage to tell of his experience he witnessed on the night of October 21st 1978. He also stated that he had never told this story before, but felt that now was the appropriate time. In fact he was then invited to a VUFORS meeting to retell his story. Basically he described a glowing object that he saw while out on Port Phillip Bay on the night of 21st October 1978.

One day back in March 98 while contemplating the whole UFO enigma at work (as I usually do), we were experiencing some problems with our production line and the bagging operation. We had to call in the Managing Director of the Bagging Company to look at the issue and work out how it can be solved. While waiting for our Purchasing Manager to arrive I had a brief chat to this guy who asked me what else do I do with myself in my time. Well, among other things I like to evaluate the subject of UFO's I replied, to my complete surprise he mentioned that there is a guy at his work that knows something about a guy named Valentich who went missing over Bass Straight. For the next few minutes the subject of bags were put on hold as I started to probe the Managing Director (who was a visitor to our company) for more information. He just said to me to contact this guy John (not his real name) to arrange a chat

I finally got in touch with John and headed over to this Bagging Company to found out more about this story. Well you just never know where a witness may be. I had discussions with John on this day concerning his activities on the 21st of October 1978. On this night John was involved in a yacht race in Port Phillip Bay.

He reported seeing a very bright light over the Port Arlington area, however, agrees that it may have been further because distance is difficult to determine at night. According to his log (of which I have copies of) this took place between 6:52pm and

9:30pm and he was looking toward the direction of King Island at the time. The exact time of the sighting could not be recorded because sails were being attended to at the time and the log was recorded after the event. John described what he saw as a full moon sized explosion with debris type pieces falling from it but within the circle of the moon shaped light. The debris was not falling to the water it was contained in this moon shaped light. No sound was heard and the duration of the sighting was approximately 15 seconds. He was most amazed that no debris was falling to the surface from this light he was seeing.

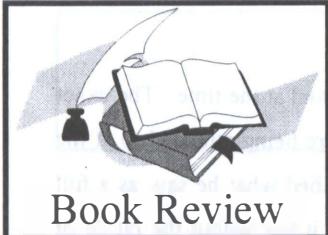
John and his crew did not know about the Valentich disappearance until two days later when they finished the race. After finding out in the press of the Valentich mystery, his immediate thought was that what he witnessed was Valentich's plane exploding, but to his amazement no wreckage was ever found to confirm this



THE COMMITTEE OF V.U.F.O.R.S WISHES MEMBERS A VERY HAPPY, SAFE AND HEALTHY FESTIVE SEASON AND WE EXTEND THESE GREETINGS TO ALL THOSE INDIVIDUALS, GROUPS AND ORGANISATIONS WITH WHOM WE CO-OPERATE ON A RECIPROCAL BASIS AND THANK YOU FOR YOUR CONTINUED SUPPORT.

AS PRESIDENT, I WISH TO THANK THE COMMITTEE AND OUR REGIONAL INVESTIGATORS FOR THEIR EXCELLENT WORK DURING THE PAST YEAR.





How To Defend Yourself Against Alien Abduction

By Ann Druffel

Review by J. Owen

I started this book with an open mind and after page one, my thoughts were, "This is not your normal book on Abductions." Before I knew it the pages were slipping behind me and I found the book an exciting and refreshing view on that controversial subject. **ALIEN ABDUCTIONS**

I have always believed that the one question upper most in the minds of Abductees is, "**HOW CAN I STOP THIS FROM HAPPENING AGAIN.**" To date there has been no answer, that is, one with any certainty. I have had this asked on more than one occasion whilst looking into the abduction scenario and truthfully I have not had a satisfactory answer.

Ann has thoroughly investigated the phenomena and I believe that it has been an exhaustive process. Not only has she battled the debunkers but has relied on her knowledge to reply to other investigators. Ufology is a subject that causes conflicting views and of course not all believe as others do.

Ann has an independent and strangely exciting approach to the subject and has taken well known encounters to investigate the possible ways of repelling the Alien intrusion. Whilst reading the ways of discontinuing the unwanted visitations, I found them to be simplistic in as much that any person found in this situation would have the ability to control his/hers predicament.

Ann has managed to relate nine resistance techniques to fend off Alien Abductions, prior, during and after the encounter. They range from Mental struggle, Physical struggle, Righteous anger, to Repellents naming but a few.

Along with this, Ann has hypothesized that the entities may have come from other dimensions arriving in our time and space. It is of interest to note that there is a great possibility that the actual

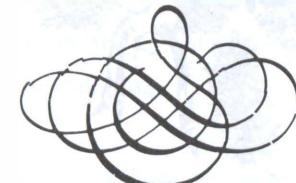
Greys may not be physically or mentally superior to the human race. This is depicted in the cases that Ann examines.

Anyone that has the belief that he or she may be or has been involved in the Abduction Phenomena would find this publication an extremely rewarding experience. I would also suggest that anyone who has an interest in the subjects of UFO's or abductions will find this a most stimulating and rewarding book. A section of this book deals with other cultures and what can be told by them. As to the final chapter, I will leave you, the reader to determine the outcome and make up your minds. It is intriguing and I am sure that you will find it as interesting and informative as I have.

I personally found this good reading and suggest that it be a book you purchase to assist in the comprehension of defense against ALIEN ABDUCTION.

The book can be purchased from Crown Publishers, Inc of 201 East 50th Street, New York 10022 and is selling for \$12.00 U.S.

Jim OWEN
North East Representative
V.U.F.O.R.S.



Ohio UFO Notebook

MidOhio Research Associates, Inc.

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Dublin, Ohio 43016

Does the U.S. Department of Energy Monitor Private UFO Groups?

by William E. Jones
MUFON State Director for Ohio

On Saturday, September 6, 1997, thanks to the hard work and financial sacrifice of MORA's Wendy Ban and Donald Weatherby, James Moseley's annual National UFO Conference - the 34th - was held at The Marketplace in downtown Springfield, Ohio. The Marketplace is a large old Victorian style building that once served the community as an opera theatre and civic meeting hall. It is important to note for this story that the parking lot for The Market is situated such that it would not logically serve any other building in the area. The featured speakers at the conference were Stanton Friedman, Dr. David Jacobs, Bruce Maccabee, Dr. Mindy Kopolow, Robert Galganski, and Rick Hilberg. The conference started at 8:45 a.m. and was over at approximately 8:30 p.m. An excellent dinner followed for those who wished to attend.

As the lively and well attended conference wound down to closure and people got in line to be served dinner I was advised that an official U.S. Government car had been seen parked in the parking lot. With curiosity over coming hunger, I proceeded downstairs and out into the parking lot in search of the car. After some effort, I indeed found the car, a relatively new gray Ford Taurus with a U.S. Government license plate number G10 74362. Hum! My curiosity increased.

I went back inside to summon help. I wanted a picture of that car. Fortunately, Ms. Ban had a camera. That done, I waited to see who might come out to retrieve the car, hoping that person wouldn't stay for dinner. I was getting hungry. I was not disappointed. Standing at a respectful distance, a distance that I assumed any well trained counterspy would use for covert surveillance, I saw a tall good looking younger man in casual clothes enter the car and drive away. I had seen this person during the sessions that day, so I confirmed to my own satisfaction that this car was being driven by a U.S. Government employee who had an official interest in UFOs. If this wasn't the case, why was he there in a Government car? Not being as smart a counterspy as I thought myself to be, I realized too late that I should have used Wendy's camera to take a picture of the man. However, I consoled myself by remembering that I was an amateur at this game. That was an honest mistake, the only one I would make. Well, not quite.



Ah, ha! I now had a story to investigate. I was on the trail of the U.S. Government's continued interest in UFOs and its covert surveillance of private UFO study groups. The fact that a "real" spy would not be so stupid as to park his or her car in the parking lot for all to see entered my mind, but it didn't dampen my enthusiasm. Maybe a "real" spy would hide his car in plain sight, thinking no one would notice...well, you get the picture. Edgar Allan Poe wrote about that technique. I was really on to something here.

Early the next week I fired up my word processor. Freedom of Information Act (FOIA) requests went out to several nearby FBI and General Service Administration (GSA) offices. I wanted to know everything there was to know about "the reservation, release, use and return" of that car. I wanted a copy of that man's trip report and the paper work filled out when he checked out the car. Boy, I really felt like Stanton Friedman chasing the MJ-12 papers. I had the Government by the gonads. I was going to prove their continuing interest in UFOs through the obvious mistake of that young and obviously poorly trained secret agent. I should have known at the time that something was wrong. If this guy was a spy, why did he look so bored as he drove away?

I received the results much faster than I had anticipated. The FBI replied that "the above noted license plate number is not one that has ever been assigned to or used by the FBI." Should I believe them? Well, apparently so. Soon after I received their letter, the Dayton Fleet Management Center for the GSA responded that the "vehicle in question is under the control of the GSA Chicago Fleet Management Office." So, I fired off another FOIA letter to Chicago. I was getting warm.

Within a month I heard back from the Director for the GSA Fleet Management Office in Chicago. He advised me that the vehicle in question was "assigned to the U.S. Department of Energy, Argonne National Laboratories at Argonne, Illinois." My heart skipped a beat when I read that. Wow! No one in ufology had learned that a DOE national laboratory might be the focal point for the U.S. Government's counter surveillance of private UFO groups. "Stanton Friedman hasn't even figured this out," I thought. The image of being the featured speaker at the next Mutual UFO Network convention danced before my eyes.

I sent an FOIA letter to the Department of Energy, Chicago Operations Office, confident that I was close to getting some sort of answer. How right I was; how unexpected the answer. On December 2, 1997, I received a letter from John P. Kennedy. With the letter was the sign-out sheet "for the Ford Taurus in question" and a trip report for the "weekend trip to Cedarville College in Ohio to pick up an aircraft alternator being loaned to the Argonne National Laboratory." My mind spun as I read that letter. "What does the loan of an aircraft alternator have to do with UFOs?" I thought. Well, not much as I learned after reading the trip report.

The name of the young man who I observed back in September driving off in that now infamous Ford Taurus was deleted from the trip report, but not much else was. The man indeed had driven down to Cedarville College to pick up the alternator on Friday, September 5th. He noted that the trip had taken "roughly five hours." His report explained what he was really doing in Dayton that day. "The trip was taken on a Friday so that only half a day of work would be spent [sic] in the process. Getting the part quickly enabled us to keep other aspects of the project from being delayed. We were able to integrate the rest of the system on Monday without further delay. We expect the test facility should be up and running very soon." He was in Dayton on business and it had nothing to do with UFOs. Was I ever humbled.

As I read further I became embarrassed both for me and for this unknown private citizen who apparently had enough curiosity to drive to Springfield from Dayton on his own time to attend our humble conference, a trip of but a few miles. In his report he stated. "That night I stayed in a nearby hotel in Dayton to return the next day. Since it was Saturday, I spent some time during the day in Dayton on my personal time (without driving outside the city) before I set out for the trip back. I arrived back in Chicago that evening." He attended the conference on Saturday before returning home. He returned the car to the GSA on Monday, his first day back to work. For all of my efforts, I had learned that a curious Government employee had driven a short distance on personal time in a Government car to attend the UFO conference. He in fact had left the city in spite of what he stated in his report, although if the city (Dayton) had been much bigger, he wouldn't have. For all of my trouble I had learned nothing about the

Government's possible continuing interest in UFOs. I did learn a little about how rumors get started. I just hope that I did not get one of our own – a private individual with a curiosity about UFOs – into trouble with his boss.

Similar Flying Saucers Observed by William E. Jones

In the 15th edition of the *Ohio UFO Notebook*, Francis Ridge wrote about an August 1973 Indiana sighting where a disk shaped flying saucer with a cone or spiral shaped effect was reported. (See Figure 1.) Shortly after this issue of the *Notebook* was published I obtained copies of several old issues of the now defunct *Oklahoma MUFON Newsletter*. In the March 1996 issue of that newsletter a similar type craft was described. (See Figure 2.) At approximately 6 p.m. on November 15, 1995, this object was observed in Hobart, Oklahoma by a 44 year old man from the front steps of his home. The object, which appeared solid and made of "multiple spheres compressed together," was at times seen to hover, descend, flutter, and spin. At the highest point of its movements, it made circular patterns in the sky "like an insect over a plant." The witness reported that "the coiled plasma stream spiraled downward."

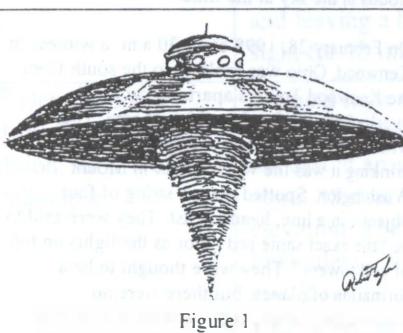


Figure 1

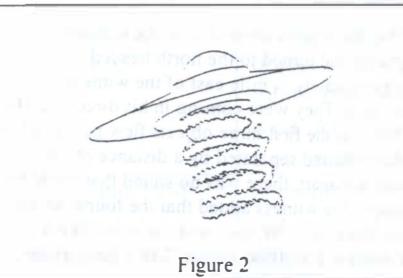


Figure 2

The sightings of two similar flying saucer like objects without the cone or spiral shaped effect were reported in the 11th issue of the Canadian *New World UFO Report*, Vol. 2, No. 3, 1971. In February 1968, a Mrs. M. Heggs observed one of these objects from her home in Bengough, Saskatchewan. (See Figure 3.) In September 1969, Sharon Radomski of Edmonton viewed a similar object over a nearby school. (See Figure 4.) It reportedly dropped two box like items that were never located.

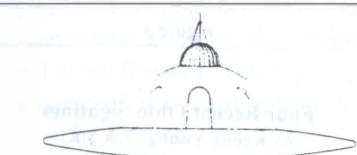


Figure 3

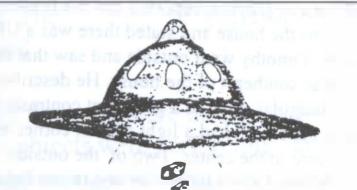


Figure 4

We find the similarity of these reported objects noteworthy.

Another interesting saucer shaped object was reported seen from an automobile in March of 1966 (the exact date is unremembered) in a rural area near Tulsa, Oklahoma by a college student. (See Figure 5.) It was around 6:30 p.m. The sky was clear, the wind calm, and the temperature was in the 70s. The object had a mirror-like exterior finish. It was about 50 feet in diameter. A dark figure could be seen through some sort of window that was backlit by red light. The witness was within 30 feet of the object at its closest and it was observed for about ten minutes as it slowly moved out of sight. (Richard D. Seifried, who is a past MUFON Director for Ohio, provided this report.)

Australian Sighting Reports

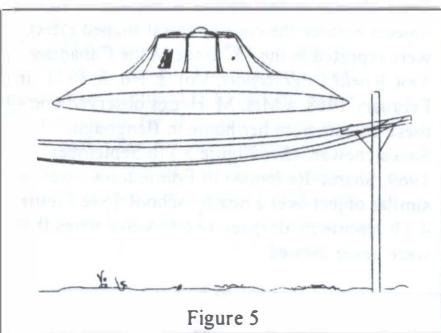


Figure 5

Four Recent Ohio Sightings

by Kenny Young, T.A.S.K.
Norwood, Ohio

On February 5, 1998 at approximately 8:30 p.m., Timothy J. ___ of Gratis, Ohio, which is 15 miles southwest of Dayton, reported that his brother came into the house and stated there was a UFO outside. Timothy went outside and saw that this UFO was southeast of the house. He described it as, "Triangular and had a glow that contrasted against the sky. It had a light at each corner and three more in the center. Two of the outside lights blinked alternately with one center light. It made no sound and flew extremely slow." The Gratis Police Department and the Preble County Sheriff's Office were contacted. Their logs indicated that no one had contacted them about this sighting.

Ohio UFO investigator Jim Donohoe, publisher of the *Equinox Newsletter*, received a call at 7:45 a.m. on January 29, 1997 from a female resident of Bellville, Ohio. This resident reported a 'V' shaped object that had a bright light at the front and center. The rear of the object could not be seen clearly due to the brightness of the main light. The witness also described a "reddish glow" across a portion of the rear that would have been the near rear edge. The object hovered at a high altitude for 25 minutes.

The sighting reportedly occurred at 7:07 a.m. in an area east of Zanesville, Ohio in Muskingum County.

The witness then called a nearby female resident who had also been watching the object for "a period of time" using binoculars. Through the binoculars, this witness described many objects

"maneuvering" to the larger object, seemingly to merge with it. No other witness reported this facet of the sighting.

A third witness, sister of the first reporter, was also contacted and she too observed the object. Its size was said to be at least one mile across the rear edge of the "craft," and said to be at an estimated 6 or 7 thousand feet. The three witness's judgement was based upon the object's estimated distance and.

The soundless object disappeared from sight as clouds moved into the area, hiding it from their view.

The *Zanesville Times-Recorder*, the Zanesville Police Department and the Muskingham County Sheriff's Department were contacted. Their logs indicated that no one had contacted them about this sighting.

On May 1, 1997 at approximately 7:50 p.m., two witnesses saw a rectangular object in the sky above Defiance, Ohio. It was seen at a 45-degree angle from the ground. It was shiny and appeared to be metallic. It left no exhaust trail and made no noise. The object was seen for about 10 seconds before it disappeared. There were no clouds in the sky at the time.

On February 28, 1998 at 12:30 a.m. a witness in Kenwood, Ohio was looking to the south from the Kenwood Towers apartment complex, overlooking the Lunken Airport area. The witness saw a pulsating red light, initially thinking it was the water tower in Mount Washington. Spotted were a string of four objects, in a line, headed east. They were said to be "the exact same red color as the lights on top of cell towers." They were thought to be a formation of planes, but there were no conventional strobe lights commonly seen on planes.

The four objects seemed to make a course change and turned to the north headed approximately 1/4 mile east of the witness' location. They were coming in his direction. He claims as the first three objects flew past at a low elevation and separated by a distance of 50 to 100 feet apart, there was no sound that could be heard. The witness added that the fourth object, the last to go over, did have the noise like a Cessna or a muffled sound "like a hang glider, airplane, or helicopter."

Special report and appeal for witnesses to come forward.

We have received a report from a witness who, while on a flight over the Pacific Ocean, observed 15 or 20 round shaped objects in a formation of one in front followed by three then others.

Colour of objects was silver-grey.

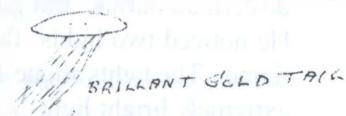
The witness estimated the size to be about five metres in diameter. They passed directly over the aircraft then slowed before speeding away. They came very close to the aircraft. Such an encounter would be impossible without observation by crew and other passengers.

We have the flight number and name of carrier which will be kept confidential to avoid possible embarrassment to crew and passengers. Airline personnel who know of this incident can rest assured that names will be kept confidential if they will come forward. This sighting appears to be a spectacular encounter. Our member pilots or anyone of our readership may have more details from which important information for research can be gleaned.



8th June 1997
07:00-07:15 hrs.
North Balwyn, VIC

Several golfers witnessed four silver coloured flying disks at the North Balwyn Golf Course. The objects were flying about and hovering at times.



Near where the objects were first seen were three upside-down L shaped clouds. At times the objects were performing "amazing feats" in the distance, such as, zigzagging, up and down movements, hovering and leaving a brilliant gold coloured trail behind. The objects were in sight for 15 minutes.

5th October 1998
21:00-21:05 hrs
Albion, suburb of Melbourne

A round light about three times the magnitude of Venus travelling about the movement of the space station Mir, only it was first seen in the east at around 15 degrees elevation. At zenith, its elevation was about 85 degrees. Last seen in the northwest sky at about 30 degrees elevation. The colour was orange-yellow. When viewed through Pentax binoculars, "flames" could be seen that were not visible with the naked eye. Two witnesses saw the object through binoculars. Object was viewed for five minutes before it disappeared.

29th October 1998
22:10-22:20 hrs
Wandin, VIC

Two witnesses, a mother and teenage daughter, reported a red-orange football shaped object with small bright lights across the top. The object was larger than the apparent size of the moon, with two large lights, one on each end of the object. It was moving slowly toward the west. At its closest point to the witnesses, about 150 metres, it turned to a position facing the witnesses. It then disappeared behind gum trees.

7th November 1998
03:35 hrs
Sandringham, VIC

A motorist was driving along Beach Road towards Hampton when he saw a bright white light. It moved until it hovered over a bridge. The motorist then became scared when he heard a buzzing sound and left the area "in a hurry".

UFO AFRINEWS

All Correspondence to -
GEMINI, P.O.BOX MP 49
HARARE. ZIMBABWE.

Malcolm Brown (pseudonym) informed us of this occurrence which happened on August 29th, 1997 at Mana Pools, on the Zambezi River at about 23:30 hours. There were two other witnesses.

Malcolm lives in Harare, Zimbabwe. On this occasion he was camping with two friends in the Mana Pools area. August 29th was a Friday. That night, around 23:30 or 23:45 hours, when Malcolm was brushing his teeth out in the open, ready to go to bed, he had a feeling that something was behind him.

When he turned round to look, he saw something in the sky. He could not discern an outline, but had the idea that it was something extremely large. He noticed two lights: they were an orange-yellow colour, like a candle flame. The lights shone down towards the west of where he stood, with an extremely bright light.

Malcolm called his friends, Ralph and Nikki, to come and have a look, basically because he wanted confirmation of what he was seeing.

The object hovered in the sky at about a 45° angle from where Malcolm watched. He estimated that it was about 50 metres away from him and 200-300 metres high. After hovering, it began to move in a north-easterly direction for probably 10 metres (at the same 45° angle); then paused for 2-3 seconds and 'adjusted itself' and then gradually went off in a north-easterly direction over the Zambian border, before disappearing.

The two bright lights left a pathway in the sky that was quite distinct, almost as if one had a torch and shone it in the sky. The night was clear but extremely dark (it was a waning moon, with the new moon occurring on September 3rd). The path of the light was plainly visible for some minutes. Nikki confirmed that these light trails stretched right across the sky and remained there for about five minutes. To her, it looked like a vapour trail (do these show at night?) but obviously a lot lower; the same yellowish colour as the lights themselves.

"Malcolm saw only two bright lights", Nikki said, "whereas I saw another three, much smaller. They looked like stars, but the same orangey colour as the larger two. They moved in unison and whatever it was, must have been absolutely huge! The smaller lights were just below the big lights."

Malcolm said he noticed that when the lights shone down, it was as clear as daylight on the ground. "This brightness is what initially amazed me", Malcolm said. "I told myself, I'm not just seeing things; I also noticed that there was no sound involved, even when the object took off and moved. It didn't seem to take off in a hurry; it moved gently but it was definitely picking up speed because it disappeared so quickly. As it moved, the two large lights turned to red as it got further away, and it wasn't very long before it was completely out of sight, so it was moving fast!"

Nikki pointed out that the object seemed to remain at a constant altitude. When asked if they had felt anything, physical or otherwise, Malcolm said he felt overwhelmed by the size of whatever it was. Nikki said she cried; it was emotionally disturbing for her. Both witnesses said there was no unusual smell and the silence was absolute, even the animal sounds stopped, although they had noticed them before. The whole time period for the sighting was over 30-45 seconds, Malcolm confirmed.

The following day Malcolm went to where the lights had been shining on the ground, lighting up about an acre, to see if the object had been trying to observe something. But he found nothing there: no burn marks on the grass nor anything like that. He added that the beam of light from the craft shone straight down; it wasn't as though they were searching for anything, it was just a direct beam and a floodlit area on the ground. In other words, a concentrated beam pointing to the ground, not like a cone of light.

Malcolm felt that the diameter of each light was about a half-metre across, and the two were some five metres apart, fixed in position. The lights were exceptionally bright, Malcolm said. "I could see as though it was daylight. But quite unlike aeroplane lights - they were extremely large at source."

As a result of his sighting, Malcolm was contacted by another man to say that his cousin Chris had been out hunting on that Friday night (August 29th, 1997) in the Doma farming area, which is in the Mhangura area. Chris had also seen the lights but at 23:00 hours, half an hour earlier than Malcolm and his two companions reported seeing them.

Comment: Whilst it is not our intention to make something big of unidentified lights in the sky, we do try and feature these reports - where there is real substance to them - so that perhaps some may be identified at a later stage, even if the event only has a simple explanation.

(Researchers: Alan, Doug, Gunter Hofer, Maria Sullivan)



MAILING ADDRESS:
UFORQ INC
PO Box 222
50 Albert Street
BRISBANE QLD 4002
AUSTRALIA

Queensland Sightings

Pretty Sally Hills
(near Seymour, Victoria) c1978, nighttime

A woman saw a mothership at a distance which she could not estimate, and saw lights emerging from it at great speed. One of the lights came towards her and she sent her son to get a torch which had red, green and white lights to signal the object. The lights then started coming towards them. She became frightened and went into the house with her children.

Calamvale 26.7.98, 8.10 pm

Three witnesses standing in their back yard saw a large red object to the NE, moving South. It was the size of a bright star. After about fifteen seconds something like a flare fell from it. It moved more slowly than a plane, estimated at 150 mph, at about cloud level without making noise. Later a garbage bag fell from the sky.

(Reporter) This object was probably a home made hot air balloon. The witnesses probably overestimated the distance of the light which would have been the flame which maintained the balloon's altitude. The flame might well have been a burning oil-soaked rag hanging by a wire, part of which fell away while the witnesses were observing. Such pranks are illegal and highly dangerous.

Redcliffe 29.7.98, 11.55 pm

A witness observed a pulsating white light with a bluish tinge to the NE. It was observed for about 25 minutes during which it looked like a cigar shape about one quarter the apparent size of the full moon, changing to a semicircle.

Sunshine Coast 1.7.98, 5-7.00 pm

Two witnesses proceeding along Bruce Highway on the Sunshine Coast saw something like a star moving to the East, and later saw two more. They noted how a single star seemed to split into two separate and then fuse together. They stopped their vehicle several times to look and saw the light flashing blue, red and green colours.

Dutton Park 4.7.98, 7.00 pm

A witness reported a huge oblong object that appeared to be transparent with portholes. It seemed to be lit up with white light from the inside.

Moreton Bay 7.7.98, 3.15 pm

A man was fishing on Moreton Bay East of Green Island. It was an overcast day. He saw what looked like a plume of black smoke rise about 50 meters out of the sea, from a position between Cleveland and Peel Island. There was a flash at the top of the cloud like a bomb going off leaving the cloud as a black ring in the sky. The witness had served in the Air Force during WW2.

Bunya Downs 11.7.98, 3.00 pm

A couple inside their home heard a strange noise in the atmosphere like a boomerang moving fast. The husband just caught a glimpse of something heading North at a low altitude. The entire episode lasted a second or less.

Deception Bay 13.7.98, 9.00 pm

A witness who would not give her name reported seeing three big orange lights in a boomerang formation. She was frightened and woke her neighbours who also saw them.

Deception Bay 16.7.98, 8.15 pm

Five witnesses observed three bright red lights two in formation close together and one following after, moving slowly westwards without sound and passing over the neighbour's house. They were also observed with binoculars. The lights were elongated, the apparent length being about the size of the full moon. Thirty years ago, one of the witnesses saw an unusual object shoot off from near the ground in Woollongong.

Lawnton 18.7.98, 6.20 pm

A man reported a bright orange light moving North to South at a constant speed. It had a constant brightness with no flashing lights and moved beneath the clouds like a small plane. It was eventually lost amongst trees after 3 to 5 minutes observation. No associated sound was heard.

Deception Bay 18.7.98, 8.15 pm

Seven witnesses saw three orange lights moving in line with an apparent separation of about three inches at arm's length. The lights rose quickly almost vertically and then changed direction abruptly to the left, moving horizontally Southwards and disappearing. No associated sound was heard, and the incident lasted about four minutes.

Indooroopilly 1992, 12.30 pm

A man saw a large object in the distance. Two objects seemed to emerge from it, and within seconds became two disks hovering about 50 meters from him. They were 15 or 16 feet in diameter, flashing a silvery colour, with small indentations in their surface. He called his mother out and she saw them too. The objects departed as rapidly as they had come.

Australian International UFO Flying Saucer Research Inc.
GPO Box 2004, Adelaide, South Australia, 5001

SIGHTINGS

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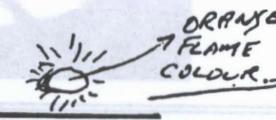
May 1998
ISSN 0156 742 X

Views expressed in this magazine are not necessarily the views of the publisher.

WEST RICHMOND 22 & 23 FEBRUARY 1998

Stephen Place, a 33 year old Primary Producer had a 15 minute sighting of an oval shaped orange object commencing at 10:30pm. The experience made him feel strange as he has worked with both rotary and fixed wing aircraft for 13 years and has never seen anything like it. The following night Stephen again witnessed the object at 11:50pm with his wife as a witness. The light was again going from East to West and was the same intense orange colour as the night before. On both occasions the light went smaller and then vanished.

Sketches of object/2.



SNOWTOWN 12 FEBRUARY 1998

A 32 year old woman from Snowtown was awoken at 3:58am by a loud noise like a jet engine. She sat up and listened to the noise pass over her house but regrets not lifting the blind or running outside to check what it was. The noise sounded stationary to begin with but then faded as if the object was moving away.

SNOWTOWN 24 FEBRUARY 1998

Another 32 year old woman from Snowtown was awoken at 4:58am by a loud noise like a road train doing 150km next to the house. "I was asleep in the house when a loud roaring noise came directly at my house and woke me. Then a bright light came shining through the windows of the bedroom and hallway door windows. The noise was stationary over the house for a few seconds then the light and sound moved over and away from my house. The noise disappeared with no fading out as would be expected." Interestingly, the smoke detectors in the house activated and all three dogs reacted.

BROOKLYN PARK 31 JANUARY 1998

Stanley Dunstall, 74, retired, was stargazing in the back yard of his home on 31 January 1998 at 10:15pm when he noticed a round-oval object moving at a medium speed in the South East sky about 45 degrees from the horizon. The orange object (pictured below) made no noise as it moved to the North East and disappeared out of sight 5 minutes after appearing. The object was "very bright at its closest coming towards me." The photo was taken before it turned to the North East. Mr Dunstall's dog was disturbed by the object.



Meteorite mystery

Herald Sun, Saturday, November 21, 1998

BELIEVE IT OR NOT!

IS IT A FACT OR FICTION?

OR IS IT A MEANS OF A
QUICK FILL OF POCKET
OR FOR NOTORIETY - OR
BOTH!!

A MYSTERY gold prospector claims to have found a meteorite that fell to earth in country Victoria at the height of the recent Leonid shower.

But his hopes of selling the prized rock to NASA for as much as \$1 million could plunge as quickly as the space rock fell to earth.

The man, known only as Mr Jonathon, said he saw a meteor streaking through the sky about 5.30am on Wednesday and heard it hit the ground.

After an hour of searching he claims he found a warm 7kg piece of rock about the size of a hand.

"It was a ball of flame and when it came close to us, it made like a whistling sound through the air," the man said.

But the president of the Astronomical Society of Victoria, Mr Perry Vlahos, said it sounded as if the prospector was embarking on a gold-digging expedition.

"It sounds a little fanciful to me."

Mr Vlahos said the Leonid meteors were about the size of apple pips and would have burnt up before they struck Earth.

— SOCIETY NEWS —

The VUFORS Sightings Hotline is NOW AVAILABLE.

(03) 9506 7080

Please report your sightings to this number.

Note: This is NOT a 0055 or 1900 service. Your call is charged standard rates.

* * * * ITEMS FOR SALE * * * *

AT THE DECEMBER 7th DISCUSSION EVENING

- * "UFOs...THE REAL STORY" - Stanton Friedman's comprehensive CD-ROM. Excellent value at \$ 35.00. Normal retail price \$ 49.00.
This item is now available by mail within Australia for \$ 38.00.
- * VUFORS LAPEL BADGES - only \$ 5.00 each.
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- * "THE AUSTRALIAN UFO BULLETIN" - some back issues available at \$ 5.00 each.

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MEMBER
International Committee for U.F.O. Research
P.O. Box 1043, Moorabbin, Vic. 3189, Australia

DISCUSSION NIGHT

For Your Diary

MARCH 2nd, 1998 DISCUSSION

JUNE 1st, 1998 "

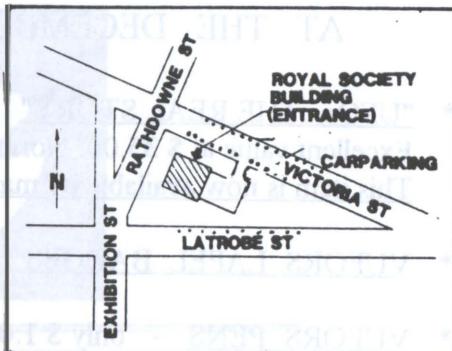
SEPTEMBER 7th, 1998 "

DECEMBER 7th, 1998 A.G.M.

TIME 8.00 p.m.

WHERE The Royal Society of Victoria
Victoria Street, Melbourne
(SEE MAP)

ENTRY FEE \$5.00
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OVERSEAS: \$US20

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- Meeting Entry Only

SOCIETY HISTORY

1957

At this point perhaps it may be opportune to present a brief history of the Victorian U.F.O. Research Society.

The earliest U.F.O. group to form in Australia was the "Australian Flying Saucer Bureau" under the direction of Edgar Jarrold and Andrew Tomas, in the early 1950s. At the same time, Fred Stone inaugurated the "Australian Flying Saucer Research Society" in Adelaide. After approximately two years the Bureau closed down and was regarded as a branch of the "Australian Flying Saucer Research Society" under Andrew Tomas. This shortly broke from Adelaide and became the "Australian U.F.O. Investigation Centre" with Dr. Clifford at its head until 1958, when the Presidency passed to Dr. Lindtner.

The "Australian Flying Saucer Research Society (Victorian Branch)" was formed on the 17th February, 1957 as a branch of the "Australian Flying Saucer Research Society" and later that year was re-organised as the "Victorian Flying Saucer Research Society" with Mr. Peter E. Norris L.L.B. as President. In 1968 the name was again altered – this time to the "Victorian U.F.O. Research Society".

During this time, the Society has published various papers and is probably best known for its publication Australian Flying Saucer Review, curtailed in 1972 due to high costs and subsequently superseded by the Australian U.F.O. Bulletin and at one stage sponsored and produced a quarter-hour program on a Melbourne radio station under the heading of "The Truth Behind Flying Saucers".

In 1978, following the resignation of Mr. Peter Norris the current executive, Mrs. Judith Magee, Messrs. Paul Norman and Clive Yates, was placed in control, ensuring the continuing prosperity of V.U.F.O.R.S. The Society has held a dispassionate attitude on U.F.O.s, claiming it is a scientific problem deserving closer attention. It has also met regularly in general meetings and discussion nights and maintained the largest U.F.O. library in the southern hemisphere. Unfortunately, the loss of books, probably due to the high cost of postage has forced V.U.F.O.R.S. to discontinue this service to members.

Membership of this Society – which maintains the largest membership of any U.F.O. organisation in the Southern Hemisphere – is open to all who are genuinely interested in the subject.

THE AUSTRALIAN U.F.O. BULLETIN

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**SURFACE
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HISTORICAL

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